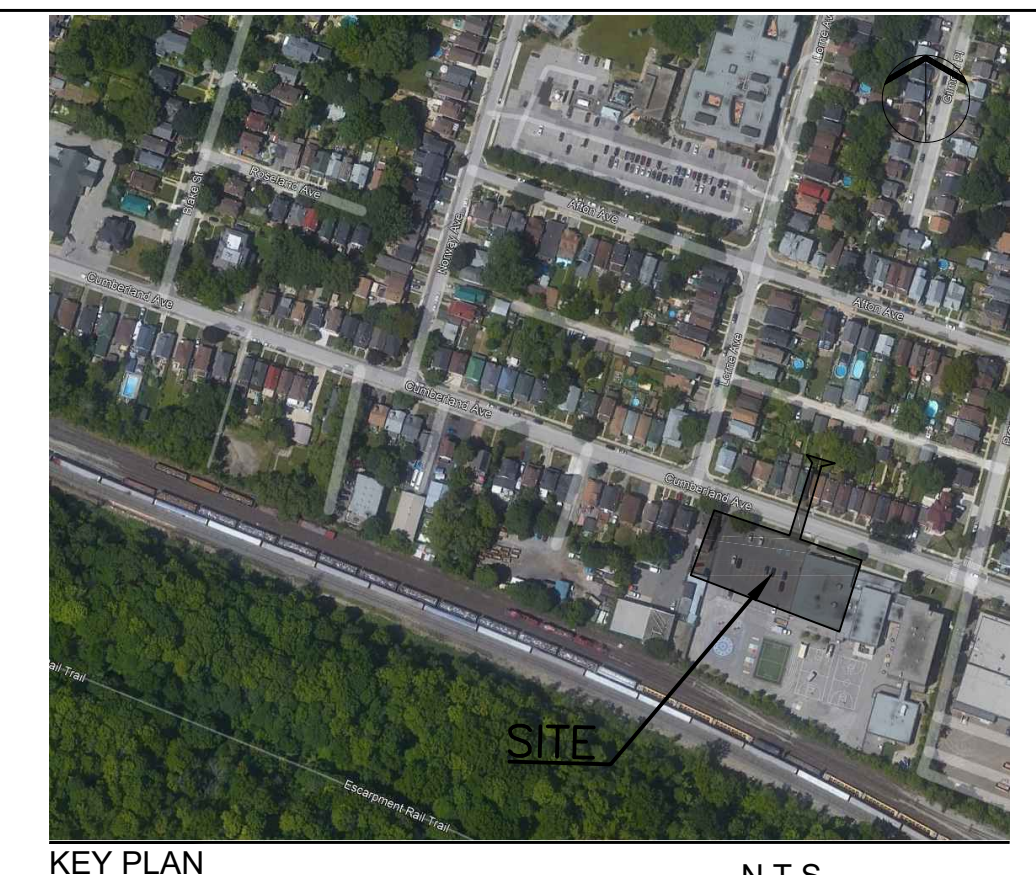
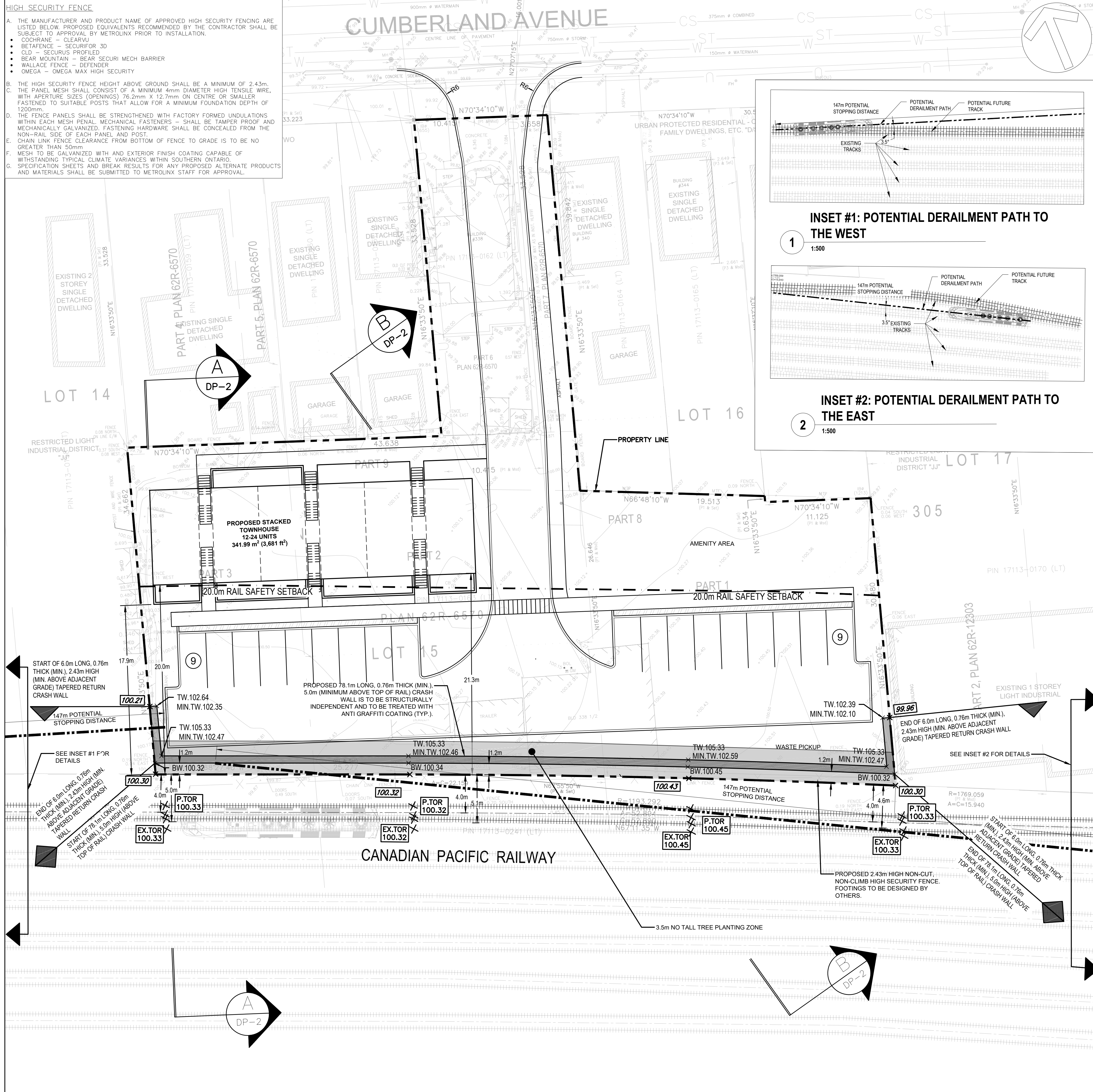
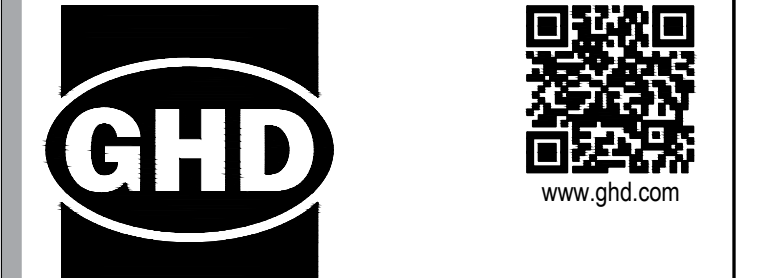


- HIGH SECURITY FENCE**
- THE MANUFACTURER AND PRODUCT NAME OF APPROVED HIGH SECURITY FENCING ARE LISTED BELOW. PROPOSED EQUIVALENTS RECOMMENDED BY THE CONTRACTOR SHALL BE SUBJECT TO APPROVAL BY METROLINK PRIOR TO INSTALLATION.
    - COCHRANE - CLEARVU
    - BETAFENCE - SECURIFOR 30
    - GLD - SECURUS PROFILED
    - BEAR MOUNTAIN - BEAR SECURI MECH BARRIER
    - WALLACE FENCE - DEFENDER
    - OMEGA - OMEGA MAX HIGH SECURITY
  - THE HIGH SECURITY FENCE HEIGHT ABOVE GROUND SHALL BE A MINIMUM OF 2.43m. THE PANEL MESH SHALL CONSIST OF A MINIMUM 4mm DIAMETER HIGH TENSILE WIRE, WITH APERTURE SIZES (OPENINGS) 76.2mm X 12.7mm ON CENTRE OR SMALLER FASTENED TO SUITABLE POSTS THAT ALLOW FOR A MINIMUM FOUNDATION DEPTH OF 1200mm.
  - THE FENCE PANELS SHALL BE STRENGTHENED WITH FACTORY FORMED UNDULATIONS WITHIN EACH MESH PANEL. MECHANICAL FASTENERS - SHALL BE TAMPER PROOF AND MECHANICALLY GALVANIZED. FASTENING HARDWARE SHALL BE CONCEALED FROM THE NON-RAIL SIDE OF EACH PANEL AND POST.
  - CHAIN LINK FENCE CLEARANCE FROM BOTTOM OF FENCE TO GRADE IS TO BE NO GREATER THAN 50mm.
  - MESH TO BE GALVANIZED WITH AND EXTERIOR FINISH COATING CAPABLE OF WITHSTANDING TYPICAL CLIMATE VARIANCES WITHIN SOUTHERN ONTARIO.
  - SPECIFICATION SHEETS AND BREAK RESULTS FOR ANY PROPOSED ALTERNATE PRODUCTS AND MATERIALS SHALL BE SUBMITTED TO METROLINK STAFF FOR APPROVAL.



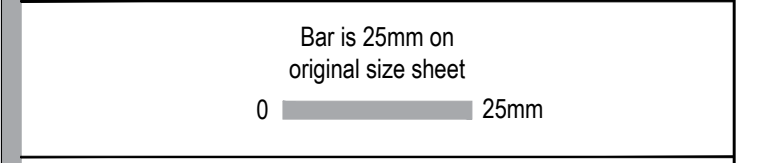
**GENERAL NOTES**

- PRIOR TO COMMENCING ANY WORK WITHIN / OVER / UNDER / ADJACENT TO THE MX ROW, THE CONTRACTOR SHALL APPLY AND RECEIVE A MX WORK PERMIT;
  - WHEN SUBMITTING THE WORK PERMIT APPLICATION(S), THE CONTRACTOR SHALL ALLOW FOR SUFFICIENT TIME FOR REVIEWS, REVISIONS, AND COORDINATION WITH STAKEHOLDERS;
- THE CONTRACTOR SHALL CONFORM TO THE MX WORK PERMIT AND SUBMIT ALL REQUESTED AND REQUIRED INFORMATION FOR REVIEW AND ACCEPTANCE (FROM THE CONTRACT ADMINISTRATOR (CA) AND AECOM / MX);
- AT THE DISCRETION OF AECOM / MX, IT MAY BE REQUIRED TO COMPLETE CERTAIN CONSTRUCTION ACTIVITIES OUTSIDE OF RAILWAY SERVICE HOURS (I.E. CERTAIN WORKS MAY BE RESTRICTED TO OVERNIGHT OR WEEKEND HOURS) AS APPLICABLE;
- THE CONTRACTOR IS REQUIRED TO SUBMIT THE FOLLOWING FOR REVIEW AND ACCEPTANCE (FROM THE CA AND AECOM / MX) PRIOR TO CONSTRUCTION:
  - DETAILED WORK PLAN METHODOLOGY FOR CONSTRUCTION (WITH PRE-PLANNED SETTLEMENT MITIGATION MEASURES);
  - METHODOLOGY FOR ANY TEMPORARY EXCAVATION PROTECTION, IF REQUIRED;
  - ANY DE-WATERING SCHEMES ON OR ADJACENT TO METROLINK RIGHT-OF-WAY, IF REQUIRED;
- MATERIALS / EQUIPMENT / TOOLS (OF ANY KIND) SHALL NOT BE STORED OR LEFT BEHIND WITHIN METROLINK (MX) ROW;
- ANYONE WORKING WITHIN, ADJACENT TO, OVER OR UNDER MX ROW SHALL COMPLETE THE MX PERSONAL TRACK SAFETY (PTS) TRAINING;
- ANY SPOILS / WASTE / DEBRIS SHALL NOT BE DIRECTED TOWARD OR WITHIN THE MX ROW;
- AS-BUILT DRAWING(S) THAT ARE GEOREFERENCED CAD FILE - NAD 83 MTM 10 FORMAT ARE TO SUBMITTED TO AECOM / METROLINK WITHIN 30 DAYS AFTER CONSTRUCTION COMPLETION;
- MX ROW SHALL BE RESTORED TO ORIGINAL/BETTER CONDITIONS AFTER COMPLETING THE PROPOSED WORK;
- VALID LOCATES (I.E., ONTARIO ONE CALL, PNR (I.E. FOR MX), AND CN) ARE REQUIRED AND SHALL BE OBTAINED PRIOR TO ANY GROUND DISTURBANCE WORKS (I.E., BREAKING OF ANY GROUND TO INCLUDE INSTALLATION OF STAKES / SPIKES, GRADING, STRIPPING, EXCAVATIONS, DRILLING, ETC.) WITHIN THE MX PROPERTY, 2M OUTSIDE MX PROPERTY AND 30 FEET FROM THE NEAREST TRACK. GROUND DISTURBANCE WORKS WITHIN 1M OF THE RAILWAY SIGNAL CABLES AND 2M FROM FIBER OPTIC CABLES IS NOT PERMITTED. IF CABLES HAVE BEEN LOCATED TO BE WITHIN 2M OF THE GROUND DISTURBANCE WORKS THEN THE CONTRACTOR SHALL DAYLIGHT THEM BEFORE COMMENCING ANY GROUND DISTURBANCE WORKS;
- WORK WITHIN, UNDER AND ADJACENT TO MX ROW SHALL BE PERFORMED UNDER RAILWAY FLAGGING PROTECTION;
- WORK COMMENCEMENT / ENTRY ONTO MX ROW SHALL NOT OCCUR UNTIL FLAG PERSON'S BRIEFING AND PERMISSION;
- PRE-CONDITION PICTURES, PRIOR TO THE ONSET OF CONSTRUCTION, AND POST-CONDITION PICTURES, WITHIN 24 HRS. OF COMPLETION OF RESTORATION, SHALL BE PROVIDED TO AECOM / MX;
- ALL DRAINAGE, DURING THE ENTIRE PROPOSED WORK, WILL BE DIRECTED AWAY FROM THE METROLINK DRAINAGE DITCHES AND ROW. THE PROJECT AND ITS CONSTRUCTION SHALL HAVE NO ADVERSE AFFECTS ON THE EXISTING AND FUTURE METROLINK DRAINAGE FACILITIES / DITCHES / GRADING. POSITIVE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES, AND EXISTING DRAINAGE WITHIN METROLINK ROW SHALL NOT BE ALTERED;
- ALL EQUIPMENT SHALL STOP WORKING UPON THE APPROACH OF ANY TRAIN WHEN SAID EQUIPMENT IS:
  - INSIDE THE MX ROW;
  - WITHIN TEN (10) METRES OF THE NEAREST RAIL; OR
  - IN THE VICINITY OF THE TRACK(S) AND THE WORK, IN THE OPINION OF MX OR THE MX REPRESENTATIVE, MAY BE EXPOSED TO, OR INTERFERE WITH, THE OPERATIONS OF MX;
- CONSTRUCTION LIGHTING ON OR AROUND THE WORK AREA SHALL NOT IMPEDE RAILWAY OPERATIONS, OR IMPACT THE SIGHTLINES / VISIBILITY OF TRAIN CREWS OPERATING;
- THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE ADEQUATE PROTECTION OF ALL EXISTING INFRASTRUCTURE (I.E. UTILITIES, SERVICES, STRUCTURES, TRACKS, ETC.) DURING CONSTRUCTION OPERATIONS;
- BACKFILLING OF PITS / TRENCHES WITHIN MX ROW AND / OR INSIDE THE THEORETICAL RAILWAY LOADING INFLUENCE ZONE SHALL BE COMPACTED 98% SPMD AT 150MM LIFTS WITH GRANULAR B TYPE II MATERIAL. COMPACTION REPORTS SHALL BE SUBMITTED TO AECOM ON BEHALF OF MX WITHIN 24 HOURS OF COMPLETION OF THE WORK;
- PROTECTION OF THE INTEGRITY OF MX ROW AND ALL ADJACENT RAILWAY INFRASTRUCTURE SHALL BE PRIORITIZED;
- THE CONTRACTOR WILL ADVISE ALL UTILITY COMPANIES IN WRITING OF THE PROPOSED WORK. ANY DAMAGE TO EXISTING UTILITIES WILL BE PROPERLY REPAIRED AT THE EXPENSE OF THE CONTRACTOR, TO THE SATISFACTION OF THE UTILITY OWNER. ALL COSTS ASSOCIATED WITH THE REPAIR WILL BE AT CONTRACTOR'S EXPENSE;
- A RAILWAY SIGNAL MAINTAINER IS REQUIRED FOR ALL GROUND DISTURBANCES WITHIN 2M OF ANY BURIED RAILWAY INFRASTRUCTURE UNLESS OTHERWISE SPECIFIED;
- THE CONTRACTOR SHALL NOT STORE ANY HAZARDOUS MATERIALS WITHIN CLOSE PROXIMITY OF THE MX ROW;
- THE PROPOSED DESIGN IS IN COMPLIANCE WITH FCMS / RACS 'GUIDELINES FOR NEW DEVELOPMENT IN PROXIMITY TO RAILWAY OPERATIONS';
- TRACK STRUCTURE WILL NOT BE DISTURBED OR CONTAMINATED AT ANY TIME DURING THE PROPOSED WORK;
- FOLLOWING THE PLACEMENT OF ENGINEERED FILL ALL COMPACTION TEST REPORTS SHALL BE SUBMITTED TO AECOM / METROLINK;



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**LEGEND**

	DENOTES EXISTING RAILWAY TRACKS
	DENOTES POTENTIAL FUTURE RAILWAY TRACKS
	DENOTES EXISTING ELEVATION
	DENOTES EXISTING TOP OF RAIL ELEVATION
	DENOTES POTENTIAL FUTURE TOP OF RAIL ELEVATION
	DENOTES EXISTING ELEVATION TO BE MAINTAINED
	DENOTES PROPOSED BOTTOM OF CRASH WALL ELEVATION
	DENOTES PROPOSED TOP OF CRASH WALL ELEVATION
	DENOTES PROPOSED MINIMUM TOP OF CRASH WALL ELEVATION
	DENOTES 20.0m Rail Safety Setback Line
	DENOTES PROPERTY LINE
	DENOTES PROPOSED CRASH WALL
	DENOTES 3.5m NO TALL TREE PLANTING ZONE
	DENOTES POTENTIAL DERAILMENT PATH LINE

2 SECOND SUBMISSION	S.S	M.M	06/27/2025
1 FIRST SUBMISSION	S.S	M.M	05/20/2025
No. Issue	Checked	Approved	Date
Author	C.R	Designer	C.R
Drafting	S.S	Design Check	S.S
Project Manager	M.M	Project Director	A.J

**BIZ MECHANICAL**

Project  
**338 CUMBERLAND AVENUE, HAMILTON, ONTARIO**

Date  
**2025-04-04**

Scale  
**1:200**

Project No.  
**12657125**

Title  
**DERAILMENT PROTECTION PLAN HAMILTON SUBDIVISION MILE 56.6**

Sheet No.  
**DP-1**

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**PRELIMINARY**